

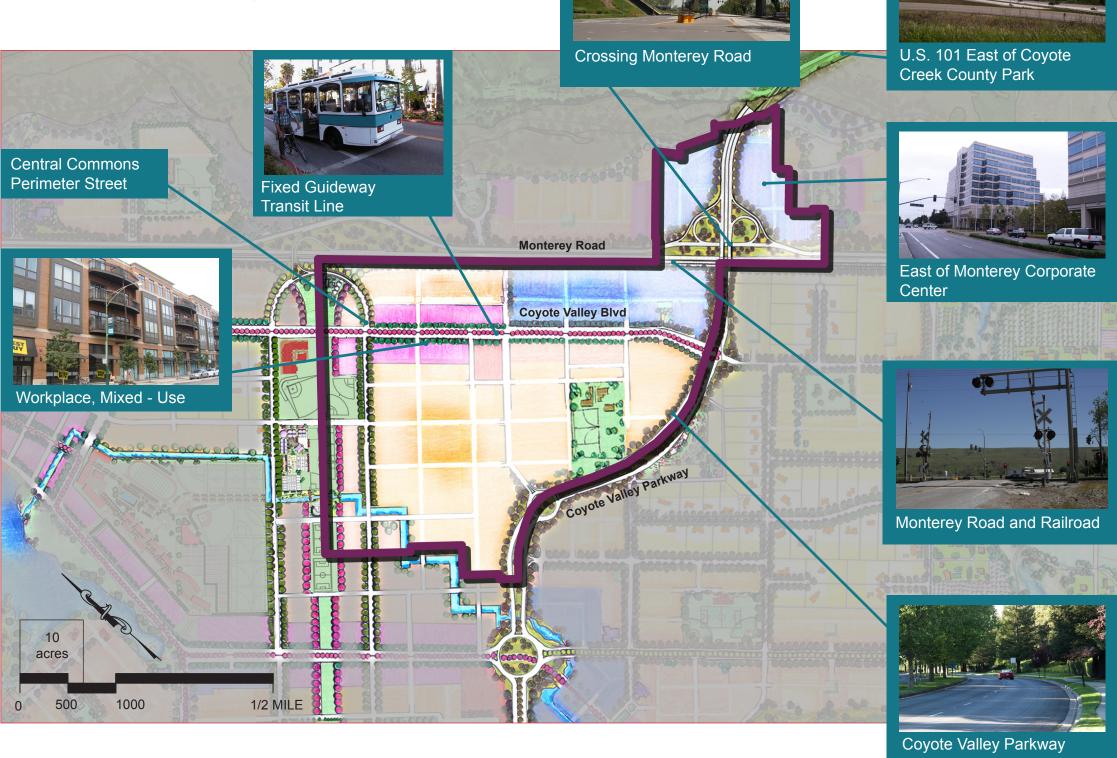
Planning Area H incorporates Coyote Valley's southern gateway from U.S.101 at the Coyote Creek Golf Drive interchange. It includes an area for high identity corporate workplace surrounding the Coyote Valley Parkway over-crossing of Monterey Road/Caltrain. Tall buildings with softer architecture will reinforce the impression of Coyote Valley as a Global Leader in knowledge work, while expressing close relationship to nearby agriculture and open space.

Corporate identity here may favor a more relaxed, earthen and natural architectural character when compared to a more polished Bailey Avenue contemporary style.

Residential neighborhoods span from the Central Commons to Coyote Valley Parkway and relate directly to mixed-use commercial streets at Coyote Valley Boulevard and Santa Teresa Boulevard.

Overall Development Program Expected Industry Driving jobs	4 600
Required Minimum Workspace for Industry Driving Jobs	
Required Minimum Residential Units	
Required Minimum Ground Floor Retail and Commercial Space	130,000 sq.ft
·	,
Urban Design Overview	212
Response to Existing Environmental Footprint	214
Public Realm	
Community Facilities	218
Roads and Transit	220
Non-Vehicular Circulation	
Private Realm	
Connections	226
Land Use .	
Detailed Land Use	
Minimum Development Target	
Urban Form	

Planning Area H Urban Design Overview





Southern Gateway from U.S.101 East of Coyote Creek County Park

U.S.101 provides broad panoramic views across Coyote Creek's open space, to the whole Valley. The U.S.101/ Coyote Creek Golf Drive interchange previews the Coyote Valley experience with its identity landscaping that transitions to the natural riparian vegetation and trees of the Coyote Creek County Park.

East of Monterey Road Corporate Center

Extending from Coyote Creek's eastern bluff, Coyote Creek Golf Drive crosses over the creek meeting grade on the western bank. Here prominent tree rows (poplars) screen parking structures before opening up to handsome corporate edifices. Architecture will embody a corporate expression of a 21st Century global leadership in technology and innovation. These companies' leadership will be obviously expressed by their locational commitment to pedestrian and transit access, and complimented by their emphasis on green building in their construction and architecture. As a transition to the Greenbelt area, these corporate values will be expressed in a relaxed urban to rural transitional style.

Monterey Road and Railroad

Along the Monterey Road corridor, densely planted tree screens soften parking structures, and a single ramp encircles a landscaped bio-filtration pond. Two ramps link southbound Monterey Road and two "right-in/right-out" junctions link northbound Monterey Road and provide CVSP identity landscaping as they access Coyote Valley Parkway and east of Monterey Road neighborhoods.

Crossing Monterey Road

Adjacent to the north side of the vehicle bridge, a beautifully sculptured, broad, covered and landscaped, 12-foot wide two-way promenade transports pedestrians and bicyclists over the rail lines and Monterey Road, connecting people from east of Monterey Road to the fixed guideway transit stop at Coyote Valley Boulevard. From this bridge, 30-foot aloft, the view sweeps north and east across a landscape of relaxed urban to rural transitional style corporate offices. To the south, a broad vista of open space and agricultural lands of the Greenbelt appears along with a sweep of the Valleys southern neighborhoods nestled at the base of the Santa Cruz Mountains. Descending from this crest, one faces Coyote Valley's transition to agricultural land and open space and the distinct change in character between the north and south sides of Coyote Valley Parkway.

The pedestrian bridge descends at both ends into urban plazas that form the entries to corporate workplaces. It is no more than a four-block (2.000 foot) walk from this transit stop to all of the 4,600 industry driving jobs in this gateway area.

Coyote Valley Parkway at Coyote Valley Boulevard

This intersection is characterized by the significant differences in land use on its different quadrants. Workplace land uses occupy the northeast corner while residential uses occupy the northwest corner. South of Coyote Valley Parkway, Coyote Valley Boulevard becomes Dougherty Road and dramatically changes in character and begins a rapid transition through an area of existing residential estates to the rural open space of the Greenbelt. This intersection terminates a major vehicle orientation by unloading vehicles to the north along Coyote Valley Boulevard.

Coyote Valley Parkway

Coyote Valley Parkway provides vehicular access to CVSP's southern workplace areas and includes a heavily forested neighborhood edge and significant bio-filtration facilities within its corridor.

Fixed Guideway Transit Line

The southern reach of the fixed guideway transit line runs from Coyote Station along Covote Valley Boulevard to its terminus at South Covote Valley Parkway at a transit stop plaza that provides easy walking proximity to the surrounding major workplace areas.

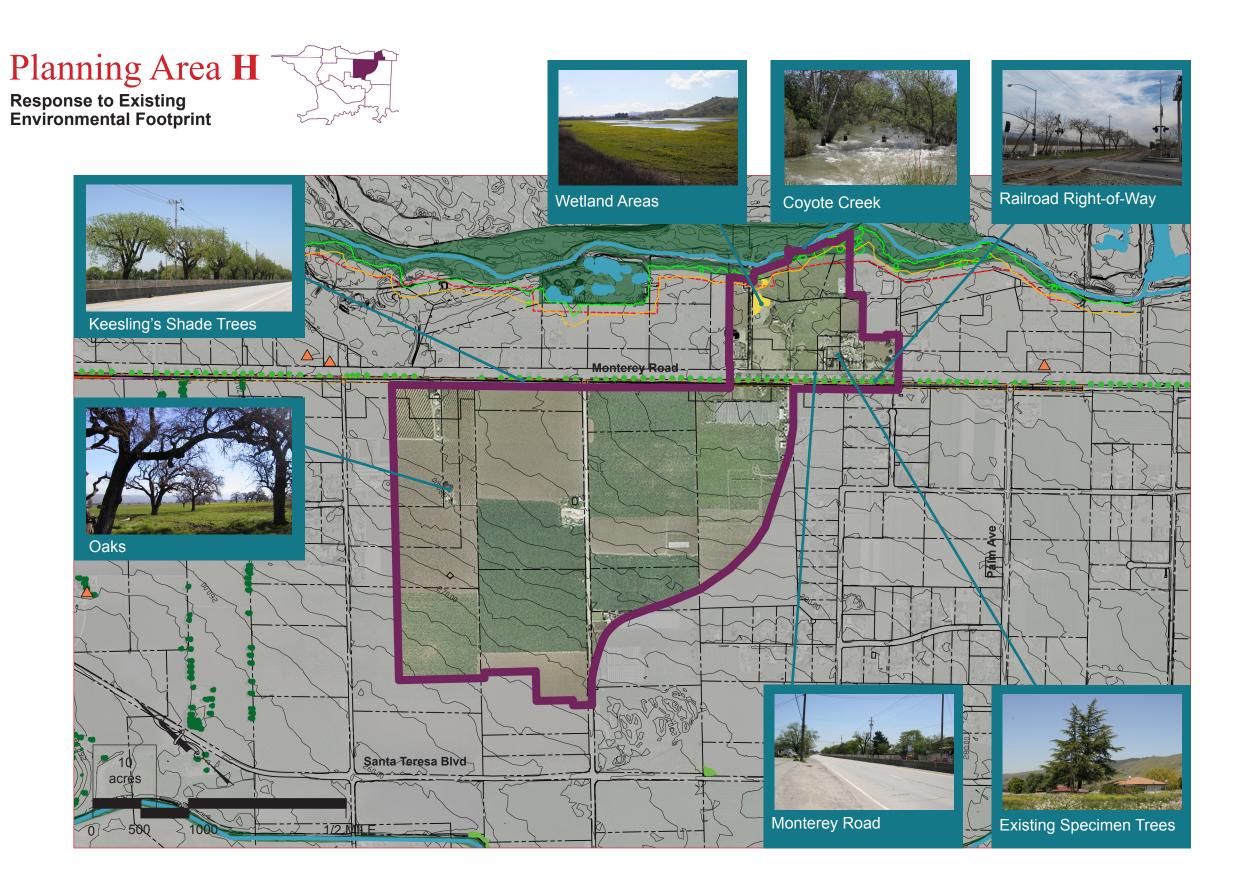
Workplace, Mixed-Use and Residential Between Railroad and **Coyote Valley Boulevard**

Both residential and workplace may provide required parking with linear structures that screen homes and offices from the railroad. Mixed-use areas extend along a 1,500-foot low volume landscaped side street and transit line that protects it from through traffic on Coyote Valley Boulevard. Special design emphasis is placed on pedestrian crossings that link residents to nearby schools and the Central Commons.

Central Commons Perimeter Street

On the north and south sides of the Central Commons, a two-lane perimeter street provides vehicle access between Coyote Valley Boulevard and Santa Teresa Boulevard, with limited left turn pockets. At the eastern end of the Central Commons, the southern street loops back to the northern street. At the mid-point of the loop there is a depressed grade connection point where pedestrians, bicyclists, and a low volume of cars can access Coyote Creek Park and Monterey Road via a multi-use underpass. Along the Central Commons side of the perimeter streets, multiple stub streets, lanes and pedestrian paths provide access to this east west cross-valley linear park.

CVSP Appendix I 6/6/2006 WORKING DRAFT Planning Area Details



Coyote Creek

Coyote Creek is located within the Coyote Creek County Park as identified by the Santa Clara County Parks and Recreation Department. The Coyote County Park runs south to north along the eastern edge of the urban development area of the CVSP. This corridor contains Coyote Creek, riparian habitat adjacent to the creek and recreational opportunities.

Objective O-1

Preserve and protect Coyote Creek.

Objective O-2

Protect existing riparian habitat environment of Coyote Creek.

Policy P-1

Require a minimum 100-foot setback from the Coyote Creek Riparian Corridor (defined by both top of bank and edge of any continuous riparian tree canopy).

Policy P-2

Require appropriate mitigation for encroachments into the Coyote Creek Riparian Corridor (See Chapters 7 and 9).

Policy P-3

Limit non-urban encroachments into the Coyote Creek Riparian Corridor for bio-filtration, additional Coyote Creek County Park trails, flood control access, and recreational access and facility development in cooperation with Santa Clara County Parks and Recreation Department and Santa Clara Valley Water District.

Policy P-4

Encourage expansion of the riparian habitat and aesthetics of the Coyote Creek Riparian Corridor area through forestation with a tree and plant palette already present in the Riparian Corridor.

Policy P-5

Require a frontage road outside of the riparian setback to separate the urban development area from Coyote Creek County Park.

Policy P-6

Minimize impact to existing Coyote Creek County Park trail system from the urban development area.

Depiction D-1

Top of Bank and Edge of Riparian Corridor Delineation; 100-foot setback delineation.

Oaks

The age, stature, landmark and environmental quality of large single oaks are an important part of the character of Coyote Valley as they are for much of Northern California.

Objective O-1

Protect the historic significance of mature oak trees.

Policy P-1

Require existing mature oak specimens to be included in the landscape of urban development.

Policy P-2

Require conformance with City of San Jose Tree Ordinance.

Depiction D-1

Location of individual oaks within Planning Area H by analysis of aerial photos and preliminary site visit.

Keesling's Shade Trees

The Keesling's Shade Trees were planted at the turn of the twentieth century by nurseryman Horace Greely Keesling between the railroad and Monterey Road. The trees were planted on approximately 100-foot centers. The row of trees have been designated as local heritage trees by the San Jose Historic Landmarks Commission in 1975 and are California State Points of Interest. The trees have been severely trimmed due to their proximity to the overhead utility lines. As part of the improvements to Monterey Road, the overhead utility lines will be removed, allowing the trees to attain a more natural growth form.

Objective O-1

Retain the Keesling's Shade Trees along Monterey Road.

Policy P-1

Require the alignment and improvements of Monterey Road to maintain a landscape buffer between the road and the railroad right-of-way of at least 15 feet and incorporate the existing Keesling's Shade Trees within the landscape buffer.

Policy P-2

Require the landscaped buffer to be installed in conjunction with adjacent Monterey Road improvements.

POLICIES

Planning Area H



Response to Existing Environmental Footprint

Policy P-3

Require the removal of the overhead utility lines above the Keesling's Shade Trees.

Policy P-4

Require an analysis of the health of the existing trees, remedial maintenance of existing trees, including appropriate trimming, and replacement of dead or dying trees with trees of the same species.

Depiction D-1

Plan, detailed 3D plan, section, and example photo of Keesling's Shade Trees and landscape corridor.

Monterey Road

Monterey Road currently consists of two-lanes in both the north and southbound directions. As a result of traffic accidents in the past a concrete barrier runs down the middle of the road to protect opposing traffic. Monterey Road carries large volumes of traffic between South Santa Clara County and San Jose. Heaviest traffic is found during peak hours, with traffic generally flowing north in the morning and south in the evening. There currently are no street improvements, other than paving for the section of Monterey Road through Coyote Valley.

Objective O-1

Maintain Monterey Road as a major north south arterial.

Objective O-2

Create a pleasant and safe driving experience for motorist traveling on Monterey Road.

Objective O-3

Eliminate Monterey Road as a physical barrier between the east and west sides of the Valley.

Policy P-1

Require Monterey Road to be widened to three lanes in each direction to accommodate anticipated traffic needs.

Policy P-2

Prohibit expansion of Monterey Road on the west side to protect the Keesling's Shade Trees.

Policy P-3

Encourage limited access points onto Monterey Road from properties to the east to reduce traffic conflicts.

Railroad Right-of-Way

The UPRR runs along the eastern edge of Planning Area H from its northern edge to a point just north of Coyote Valley Parkway, where the Planning Area crosses over the tracks and extends east to Coyote Creek County Park. The tracks in the area are only single tracked at the present time.

Objective O-1

Retain railroad tracks and right-of-way.

Policy P-1

Prohibit urban development from encroaching into future right-of-way necessary for expansion of rail service through Coyote Valley.

Policy P-2

Prohibit sensitive uses from locating proximate to the rail line to reduce potential impacts from noise and vibration associated with rail service.

Policy P-3

Require fencing or walls between the rail line right-of-way and adjacent uses.

Policy P-4

Require the installation of trees and landscaping as screening along the rail line right-of-way.

Cultural Resources

Planning Area H contains several locations that have been identified as sites of potential historical archeological or Native American resources. The extent and nature of these sites have not necessarily been done. Detailed information regarding Native American resources is available to qualified credentialed individuals.

Objective O-1

Understand, preserve and protect Coyote Valley's archaeological and particularly Native American cultural resources as appropriate.

POLICIES



Policy P-1

Based on the Cultural Resources report by Basin Research (Februray 2006), any construction work within any designated site of significant archaeological resources shall require an approved archaeological resource impact mitigation program. Such program may include: excavation and preservation in an appropriate facility and or interment.

Depiction D-1

Archaeological mapping is available to appropriately credentialed individuals through the City of San Jose Planning, Building and Code Enforcement Department

Existing Specimen Trees

In addition to oaks, there are other mature trees that exist within this Planning Area. Existing trees should be retained to provide a sense of maturity to landscape areas that cannot be found when all new landscaping is provided.

Objective O-1

Preserve existing mature trees.

Policy P-1

Require existing specimen trees to be included in the landscape of urban development.

Policy P-2

Require conformance with City of San Jose Tree Ordinance.

Depiction D-1

Location of individual specimen trees within Planning Area H by analysis of aerial photos and preliminary site visit.

Wetland Areas

Planning Area H contains an area that is classified as delineated wetlands by the US Army Corps of Engineers in the eastern portion of the area just westerly of the Coyote Creek County Park.

Objective O-1

Retain delineated wetland areas.

Policy P-1

Prohibit urban encroachment into delineated wetland areas.

Policy P-2

If wetland habitat areas cannot be preserved in place, appropriate mitigation replacement wetland habitat areas shall be created.

Depiction D-1

Delineation map of wetland areas.

Existing Land Uses

The portion of Planning Area H, east of Monterey Road, contains a variety of existing uses. These include, several residences, an outdoor storage yard for old cars, trucks, recreational vehicles and boats. The area also includes several cellular transmission towers adjacent to the Coyote Creek County Park. A recreational vehicle park has also been approved in this area by Santa Clara County.

Objective O-1

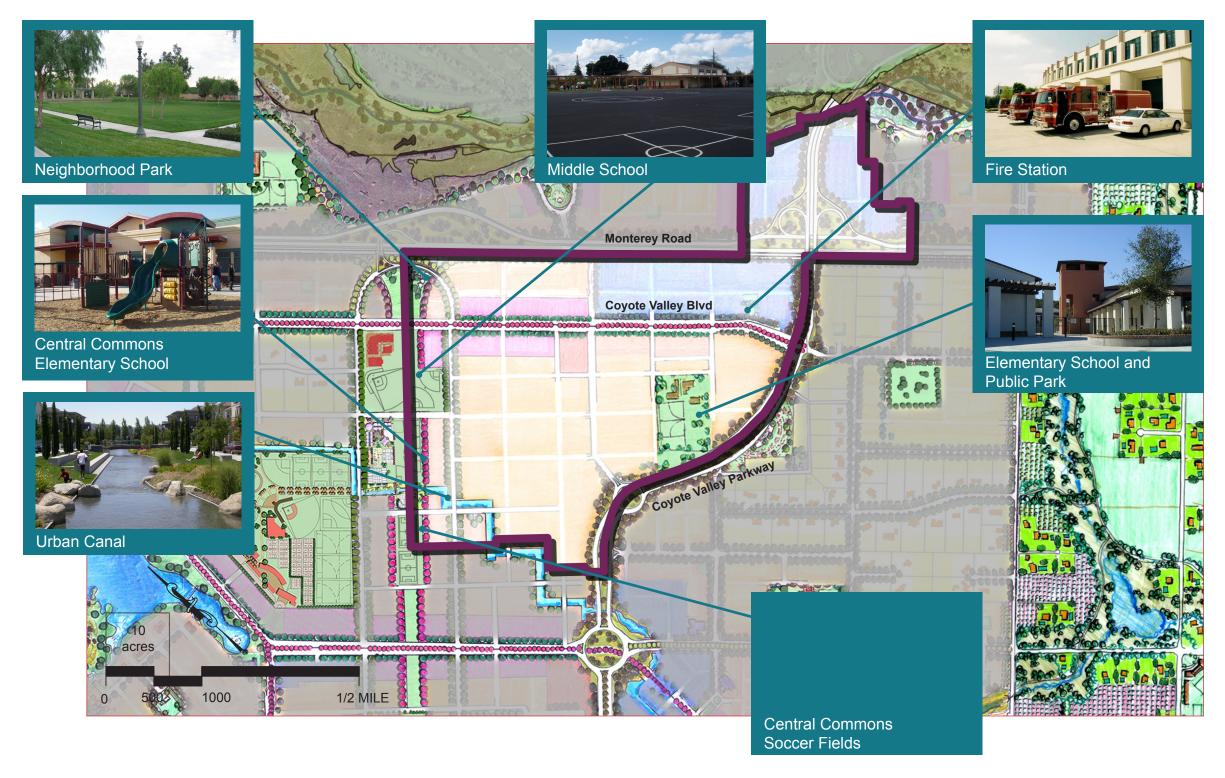
Policy P-1

POLICIES

Planning Area H

Public Realm Community Facilities







The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit within Planning Area H.

Middle School

The CVSP educational component will include numerous schools to meet the needs of families in Coyote Valley. Within Planning Area H, a portion of one of Coyote Valley's two middle schools will be located within the Central Commons. This school is also partially in Planning Area A. This 15-acre campus will serve the needs of half of the seventh and eighth graders for the community. The Central Commons is planned as a green connection between the east and west sides of the Valley. Therefore, it will be necessary that all buildings on the middle school campus be prohibited from being located within the 300-foot open space element of the Central Commons.

Elementary School and Public Park

Elementary schools are considered uniquely important public land use components of CVSP. Their civic stature is celebrated here by this schools position terminating a formal axial view all the way from the Coyote Core District almost a mile away. Being located as such assures that its own high community purpose is a recognized part of Coyote Valley citizen's everyday life. It is located in the center of the main residential neighborhood within a 4-block walk of nearly all neighborhood children and 2/3 mile from children living in the residential estate transition neighborhoods extending as far south as Palm Avenue. This will be a 9-acre school site and will include joint use of its playfields for public park uses during non-school hours. Since the school fields will not be available during school hours, a one-acre public park will be developed adjacent to but separate from the school.

Central Commons Elementary School

This Planning Area also contains a portion of the elementary school located within the Central Commons. This school will serve students on the easterly side Coyote Valley Boulevard. This will be a 9-acre school site and will include joint use of its playfields for public park uses during non-school hours. The school buildings must be oriented to the north side of the campus so as to eliminate the buildings from being located within the 300-foot open space element of the Central Commons.

Central Commons

A portion of the Central Commons park area is located in this Planning Area. This park area will include a one-acre neighborhood park adjacent to the elementary school, which will provide opportunities for use during the school day. Also, in this area of the Central Commons is a portion of the adult soccer fields. These fields will be lighted for nighttime usage.

Urban Canal

Jogging diagonally, and following a natural level contour is the Urban Canal. Its hydrologic purpose is to intercept built up runoff from the urbanized areas to the immediate east (virtually all of this Planning Area west of Monterey Road) and direct it north to the Lake or south into Fisher Creek. As an open canal (rather than a pipe) storm water quality can be observed enhanced through filtration and settlement and it can provide a water-oriented landscape amenity to surrounding residents. Major components of the Urban Canal will include a low-flow channel and a main channel to accommodate peak runoff as described in Section 9.1.3 and Planning Area A. The Urban Canal will have a minimum structural width of 40 feet and maximum right-of-way width of 100. Year-round flow in the Urban Canal will be water from the Lake pumped and released to circulate and aerate the water. The Segment within Planning Area H will be a hard canal characterized by gradual slopes and straight segments that will experience a series of drops and 90-degree turns through weirs and drop structures.

Water Supply Wells and Pump Stations

Potable water wells and pump stations to supply the southeastern pressure zone will be located in Planning Area H. As discussed in Section 9.1.1, three wells with adjoining pump stations will be installed. The wells and pump stations will probably be located along the UPRR tracks at minimum intervals of 500 to 1,000 feet, subject to further groundwater analysis and potentially test wells.

Coyote Creek Golf Drive Pedestrian Bridge

Adjacent to the north side of the Coyote Creek Golf Drive bridge over Coyote Creek and Monterey Road, a beautifully sculptured, broad, covered and landscaped, 12-foot wide two-way promenade will provide pedestrians and bicyclists safe and convenient access over the rail lines and Monterey Road, connecting people from east of Monterey Road to the fixed guideway transit stop at Coyote Valley Boulevard. The pedestrian bridge descends at both ends into urban plazas that form the entries to corporate workplaces.

Coyote Creek County Park Frontage Road Trail

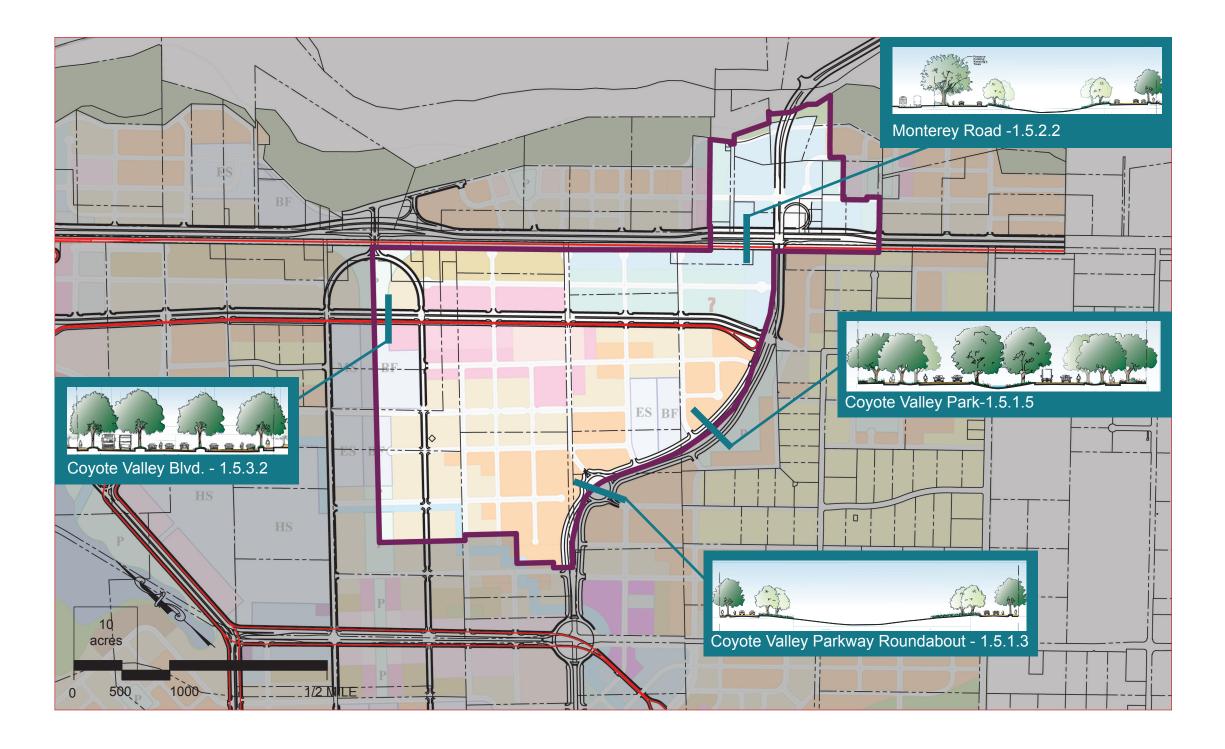
On the park side of the Coyote Creek County Park frontage road there will be a jointuse trail that provides for pedestrian, bicycle and equestrian users. This trail will in some cases be within the Coyote Creek County Park land and in other cases within the developable area of the CVSP. This trail may be located within the riparian setback area.

Fire Station

One of the two new fire stations in Coyote Valley may be located in Planning Area H. The exact location of the station will be determined by the San Jose Fire Department

CVSP Appendix I 6/6/2006 WORKING DRAFT Planning Area Details

Planning Area H Public Realm Roads and Transit



The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit within Planning Area H.

Coyote Valley Boulevard / Fixed Guideway Transit Corridor

Coyote Valley Boulevard will be a four-lane divided boulevard that will run parallel with Monterey Road on the west side of the railroad. Within Planning Area H it intersects the southern Central Commons Perimeter Street to the north and Coyote Valley Parkway to the south. This boulevard is designed to move traffic north and south, and distribute traffic load into the neighborhood street network.

Coyote Valley Boulevard will also serve to move traffic between the workplace areas that are situated in Planning Areas F, B and H that are in proximity to Monterey Road and the railroad. Coyote Valley Boulevard will also accommodate the fixed guideway transit line which runs in a double side-running configuration on the east side of the Boulevard from to Coyote Station south to Coyote Valley Parkway. This leg of the transit corridor will terminate at Coyote Valley Parkway, where vehicles will turn-around and return to Coyote Station (see typical section 1.5.3.2.)

Laguna Avenue Railroad Underpass At Central Commons

The proposed Laguna Avenue Grade Separation under the UPRR tracks will interconnect developments east and west of Monterey Road near the former Laguna Avenue crossing as described in Section 7.6.4. Monterey Road will be realigned to the east to allow room for southbound ramps to drop down to connect to Laguna Avenue at a signalized intersection. The northbound lanes connect to the underpass through hook ramps intersecting the frontage road on the east side. The proposed grade separation will include two lanes of traffic in each direction, as well as sidewalks and bike lanes. It will include an underpass structure below UPRR and an under-crossing structure under Monterey Road. This connection will provide access to the Coyote Creek County Park for pedestrians and bicyclists (see diagram 1.4.3.)

Central Commons Perimeter Street

The Central Commons Perimeter Street will be outside and parallel to the Central Commons that connects the east and west sides of the Valley. The portion of the Perimeter Street on the southern side of the Central Commons will be a two-lane street with parking on both sides. Left-turn movements will be restricted to major intersections along this street. This street will provide safe and convenient access and drop-off of students to the schools located within the Central Commons. (see typical section 1.5.7.1.)

The portion of the Central Commons Perimeter Street east of Coyote Valley Boulevard will be a one-way street network. The direction of flow will be from the southern inter-

section with Coyote Valley Boulevard and will loop around to its northern intersection with the boulevard. The one-way loop will eliminate the need for a signal at the Laguna Avenue Railroad Underpass.

Coyote Creek Golf Drive

The Coyote Creek Golf Drive Grade connects U.S.101 to the grade separation at Monterey with a bridge structure over Coyote Creek and the County Park property. At the east end of the bridge, an intersection will provide access to the golf course. Coyote Creek Golf Drive will consist of three lanes of traffic in each direction with bike lanes and sidewalks on each side (see typical sectin1.4.4.1.)

Coyote Creek Golf Drive / Monterey Road Interchange

The proposed Coyote Creek Golf Drive Grade Separation will connect U.S.101 to Monterey Road and cross over the railroad tracks to align with the southern end of the Parkway. The proposed grade separation connects to the existing freeway interchange with a bridge structure over Coyote Creek and the County Park property and includes an overpass structure over Monterey Road and the UPRR tracks. Southbound traffic to and from Monterey Road is accommodated through slip ramps that rise on retaining walls to an elevated intersection with Coyote Creek Golf Drive. It includes a partial cloverleaf for eastbound to northbound trips from the Parkway to Monterey Road and connections for other movements through a signalized intersection east of Monterey Road which connects to the local street grid. Coyote Creek Golf Drive will consist of three lanes of traffic in each direction with bike lanes and sidewalks on each side (see diagram 1.4.4.1.)

Monterey Road Corridor

Monterey Road will be widened to three lanes in each direction, and traffic signals will be kept to a minimum to maintain capacity for regional north-south traffic as described in Section 7.6.3 and in Planning Area C. In addition to six lanes, Monterey Road will have a curbed median, eight-foot shoulders for bicycles and emergency stops, and a sidewalk along the east side. At the Laguna Avenue Underpass, traffic movements connect with the local street network and help connect these neighborhoods to the larger Coyote Valley to the west. Monterey Road will serve a stormwater detention / biofiltration role for areas east of UPRR, with bioswales along the east edge and detention in grade separation loops (see typical section 1.5.2.2.)

Planning Area H



Coyote Valley Parkway

Coyote Valley Parkway will begin at Coyote Valley Boulevard and head westerly into Coyote Valley. It will be a four-lane roadway with bike lanes and sidewalks on each side. The Parkway will have large landscaped buffers along each side. The Parkway will include a minimum 40-foot center median providing biofiltration functions. No parking will be allowed on the Parkway (see typical section 1.5.1.5.)

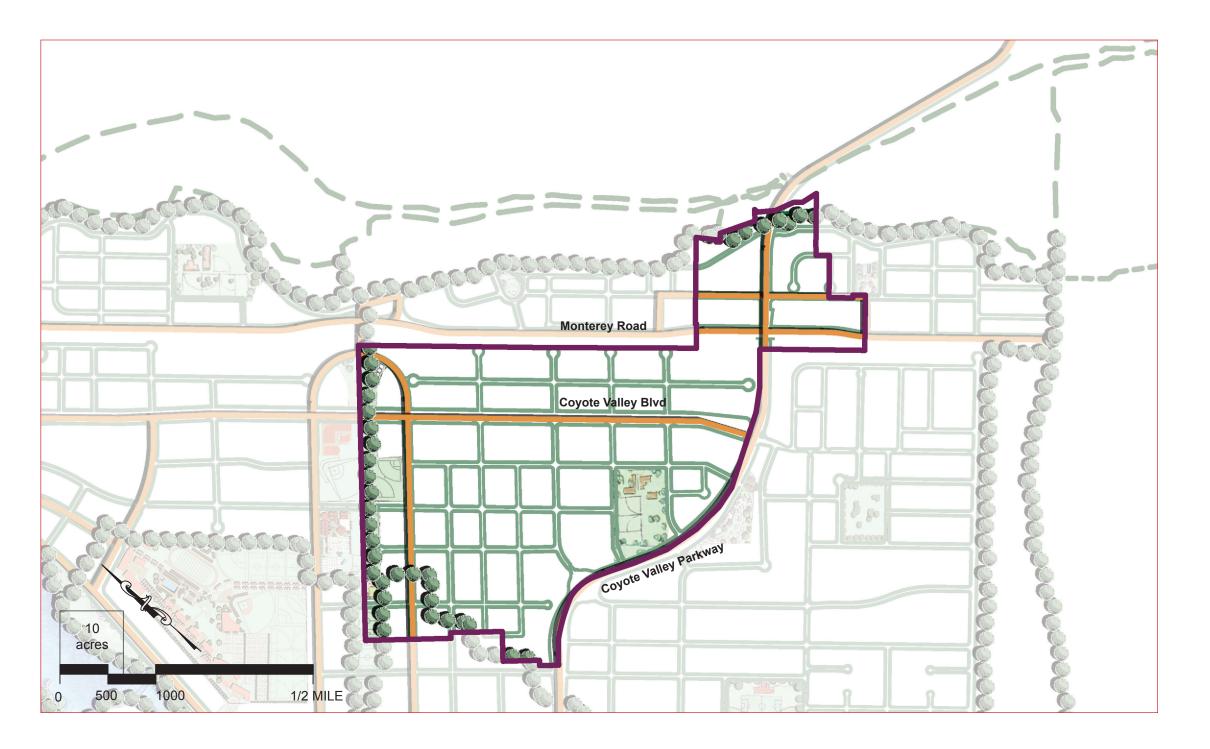
Railroad Right-of-Way

The double tracking of the Caltrain line needed to expand passenger rail service to the South County and the Coyote Station is anticipated to be funded and constructed by the Santa Clara Valley Transportation Authority within the next few years with the CVSP. Reservation of land for future widening of the rail right-of-way through Coyote Valley, beyond the Coyote Station will be provided.

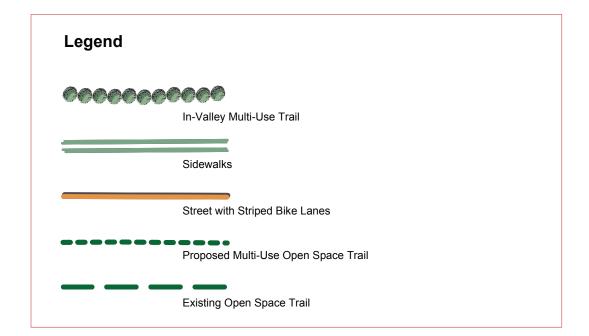


Laguna Avenue Railroad Underpass At Central Commons - 1.4.3

Planning Area H Non-Vehicular Circulation







The CVSP Urban Model conceptually starts addressing mobility from the smallest, most urban and pedestrian friendly component and works up. It concentrates activities and densities within an easy walk to transit. It prioritizes pedestrian safety and friendliness in intersection design. It creates a highly connected neighborhood network and it enhances neighborhood-to-neighborhood connectivity.

As illustrated on the Non-Vehicular Connections Map, the CVSP provides a multitude of opportunities for moving about the community without the need for the private automobile. The non-vehicular network includes: sidewalks, multi-use trails and designated bicycle lanes. At a smaller scale than is shown on this map, a network of paths, paseos, mid-block public walks and plazas will be provided in private developments. These smaller pedestrian connections, in conjunction with those connections shown on the Non-Vehicular Connections Map, will facilitate pedestrian and bicycle accessibility throughout Coyote Valley. This will create a permeable system of connections that provides grade separation for cars, transit, pedestrians, bikes and equestrians through the use of over-crossings, under-crossings, bridges and urban pedestrian-only spaces.

Sidewalks

With only a few exceptions, all street sections will include sidewalks on both sides. The exceptions include: the west side of Monterey Road; vehicular bridges over the Monterey Road/railroad corridor where exclusive pedestrian bridges are provided; residential stub streets serving less than ten homes; streets within parking fields; and rural streets.

Multi-Use Trails

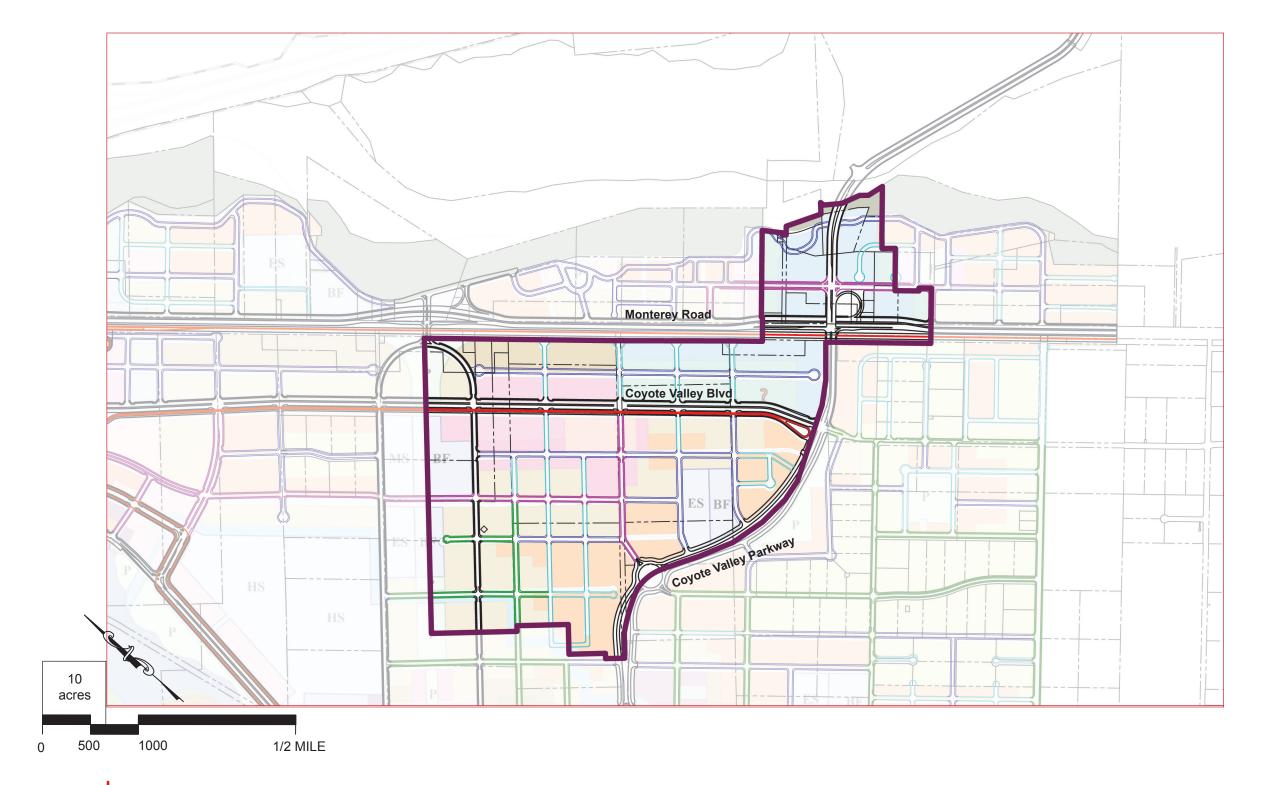
The CVSP provides over 20 miles of multi-use trails. They are designed to provide a continuous trail network for pedestrians, bicyclists and equestians in settings that are enjoyable and safe. These multi-use trails include: Fisher Creek, Coyote Creek County Park Trail (within Urban Area), Coyote Valley Parkway, Lake loop-trail, and Urban Canal Park trail.

Bicycle Lanes

Class II bikeways (bike lanes) are provided on all major roads to provide connectivity thorughout Coyote Valley. These exclusive bike lanes are striped between the curb or on-street parking and driving lanes. In addition to these designated bikeways, Class I bikeway (bike paths) are included as part of the multi-use trail network. Class III bikeways (bike routes) are non-designated routes that are shared with pedestrian or motor vehicle traffic.

For a further discussion of the Non-Vehicular Circulation element of the CVSP, see Chapter 6, Section 6.1 of the CVSP.

Planning Area H Private Realm Connections





Legend

Public Infrastructure Street Network

These streets create the underlying Infrastructure Road Network for Coyote Valley.

Transit

The transit network is formed through the use of fixed transit guideways. These fixed guideway transit corridors will include:

- Single-side running fixed guideways;
- · Double-side running fixed guideways; and,
- · Transit stops

Busy Urban Streets

These streets are fixed in their locations. They are designed to:

- · Carry fairly high volumes of traffic;
- Provide alternative routes through Coyote Valley;
- · Integrate with the urban pedestrian experience;
- Provide primary neighborhood to neighborhood connections; and
- Provide connections to and aligns on civic focal points and public facilities.

Neighborhood Through Streets

These streets are generally fixed in their locations, but may be modified. They are designed to:

- Provide connectivity through neighborhoods and across Busy Urban Streets;
- · Carry local neighborhood traffic; and
- Provides a through street network for in-Valley trips.

Destinations, Connections and Principles

These streets have fixed beginning, destination and property boundary points. They are designed to:

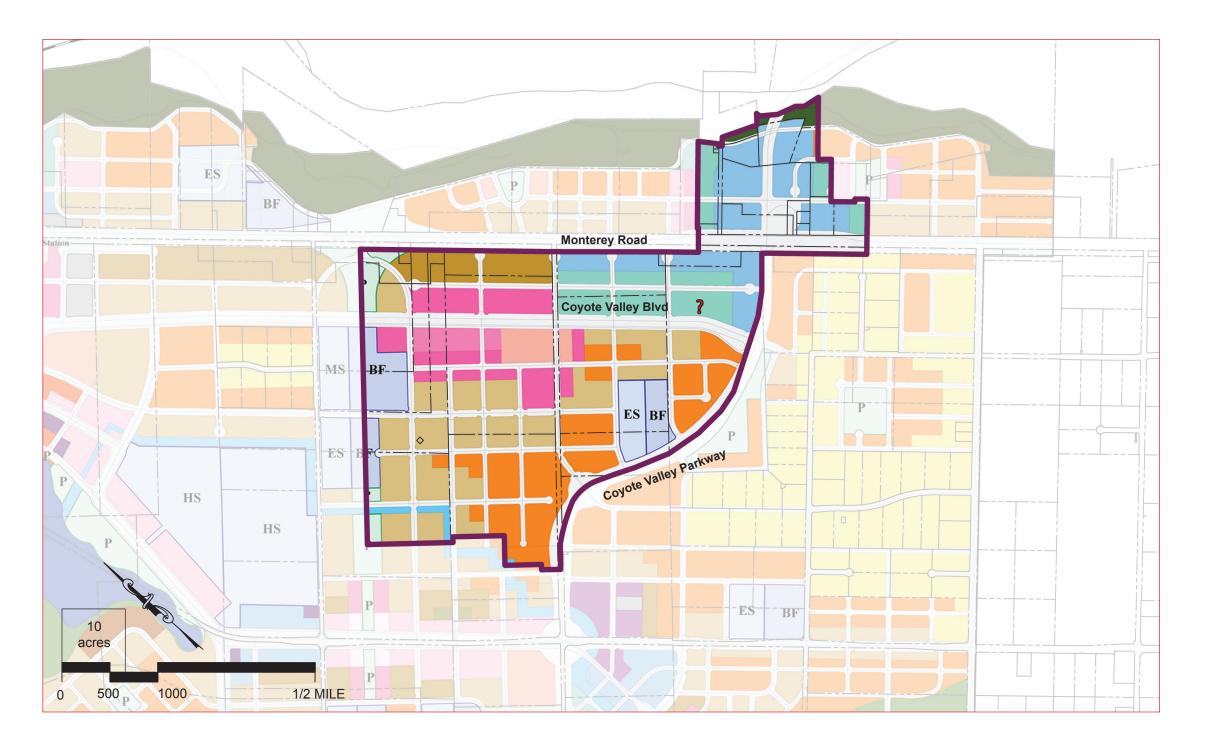
Provide routes serving neighborhood and community facilities and destinations.

Block Principles and Patterns

These streets are flexible in their locations. They are designed to:

- Provide a neighborhood network of through streets;
- Provide streets encompassing blocks generally not exceeding four-acres in residential and mixed-use areas.

Planning Area H Private Realm Land Use







Legend Land Use Designation Residential Mixed-Use Low Density Live Work/Loft (5-10 DU/AC) (MU1) Medium Density Office over Commercial (10-20 DU/AC) Residential over Optional Office Medium High Density (30-45 DU/AC) Residential over Optional Commercial High Density (45-65 DU/AC) (MU4) Mid-Rise Hi-Rise Residential over Office (75-100 DU/AC) Hi-Rise (100+ DU/AC) **Open Space** Open Space Commercial Coyote Valley Lake Neighborhood Commercial Urban Canal Core/Regional Commercial Coyote Creek Park Chain BF Ballfields (Shared Facility) Industrial/Workplace P Public Parks (>=1 acre) Research and Development (0.2 - 0.3 FAR) Support Industrial **Public** (0.2 - 0.3 FAR) Educational Campus Industrial (Elementary, Middle, High School) (0.3 - 0.4 FAR) District Parking Industrial Park/Office (1.0 -1.5 FAR) Public Transit Professional/Administrative Office (1.75 - 9.0 FAR) R.O.W. Existing Workplace Public Quasi Public ? Fire Station Locations Gavilan Property Future Caltrain Station

Crossing Coyote Creek County Park is the southern gateway workplace center. The scale of this center will be lower than that found at Bailey Avenue. The workplace center will extend westerly of Monterey Road and extend northerly on both sides of Coyote Valley Boulevard. These four-story workplace areas will include both structured and surface parking.

Coyote Valley Boulevard is flanked northerly of the workplace center by a mixed-use residential over retail/commercial district. The district will provide services and stores for the community. Within this mixed-use district will be one of Coyote Valley's major local retail centers planned for a grocery store and related retail uses. This retail center will provide both surface parking and street frontage to the fixed guideway transit line in Coyote Valley Boulevard. Between the mixed-use district and the railroad will be a predominately four-story residential area that employs a parking strategy that screens residents from the railroad.

Crossing the northern edge of the neighborhood will be the Central Commons, containing one of the middle schools, an elementary school, soccer fields and parkland. The residential neighborhood, south of the Central Commons, will transition from medium high-density to medium density single-family near Coyote Valley Parkway. Within this residential neighborhood is a second elementary school and park.

CVSP Appendix I 6/6/2006 WORKING DRAFT Planning Area Details

Planning Area H Private Realm Detailed Land Use



Planning Area **H**







Multi-family

Luxury 22-story high-rise apartments or condominiums

100 units per acre Parking in building



R-2
Multi-family
5-9-story mid-rise
apartments or condomiumuns
75 units per acre
Parking in building



R-3
Multi-family

4-story wood frame
apartments or condominiums
45 units per acre

Parking below podium or wrapped within building

R-4

Multi-family **3-story wood frame apartments or condominiums**

30 units per acre Surface parking with carports



Single-family

3-story town homes or
town home style condominiums

22 units per acre Private garages

R-5



R-7
Single-family
3-story single-family
detached cluster homes

14 units per acre Private garages



R-8
Single-family

2-3-story detached cluster or patio homes

12 units per acre Private garages



R-9 Single-family

2-story detached homes

10 units per acre Private garages



R-6 Single-family

2-story single-family edge and transition detached estate homes

5 units per acre Private garages





Corporate/Technology Office 4-story with all onsite surface parking (1 space per job) 285 square feet per job

FAR = 0.39



Corporate/Technology Office 7-story with 4-story on-site structured parking (0.66 space per job) 285 square feet per job FAR = 1.4



Corporate/Technology Office 2-story with all on-site surface parking (1 space per job) 285 square feet per job FAR = 0.39



Research and Development Laboratory 1-story with all on-site surface parking (1 space per job) 285 square feet per job FAR = 0.24



Corporate/Technology Office 4-story with 4-story on-site structured parking (0.66 space per job) 285 square feet per job FAR = 1.04



Downtown Professional Service Office 20-story with off-site district parking (0.6 space per job) 285 square feet per job FAR = 8.5



Downtown Professional Service Office 4-story with off-site district parking (0.6 space per job) 285 square feet per job FAR = 1.75



W-8 Downtown Professional Service Office 7-story off-site district parking (0.6 space per job) 285 square feet per job FAR = 3



W-9 Light Industrial 1-story with all on-site surface parking (1 space per job) 500 square feet per job FAR = 0.3



Manufacturing 1-story with all on-site surface parking (0.6 space per job) 125 square feet per job FAR = 0.2

W-10

CVSP Appendix I 6/6/2006 WORKING DRAFT Planning Area Details

Planning Area H







M-

6-story live work loft/town home

500 square feet per job

District parking for jobs, on-site residential parking FAR = 1.4



M

22-story high-rise

18 floors of residential over 4 floors of office 300 square feet per job

District parking for jobs, on-site structured parking for residential FAR = 3.6



6-story live work loft/town home

500 square feet per job

Surface parking for jobs, residential parking in building FAR = 1.75



M-4

4-story

3 floors office over regional commercial 300 square feet per job

All district parking FAR = 1.73

M-5



4-story

3 floors office over local commercial 300 square feet per job

On-site surface parking and street parking FAR = 0.4



4-story

3 floors residential over regional commercial

District parking for commercial, residential parking in building FAR = 1.72



_____N

4-story

3 floors residential over optional office

1 job per 3 homes (approximately) Street parking for office, residential parking in building FAR = 1.38



М

3-story

2 floors residential over optional office 3 jobs per 5 homes

Street parking for office, residential parking in building FAR = 1.02



M-7

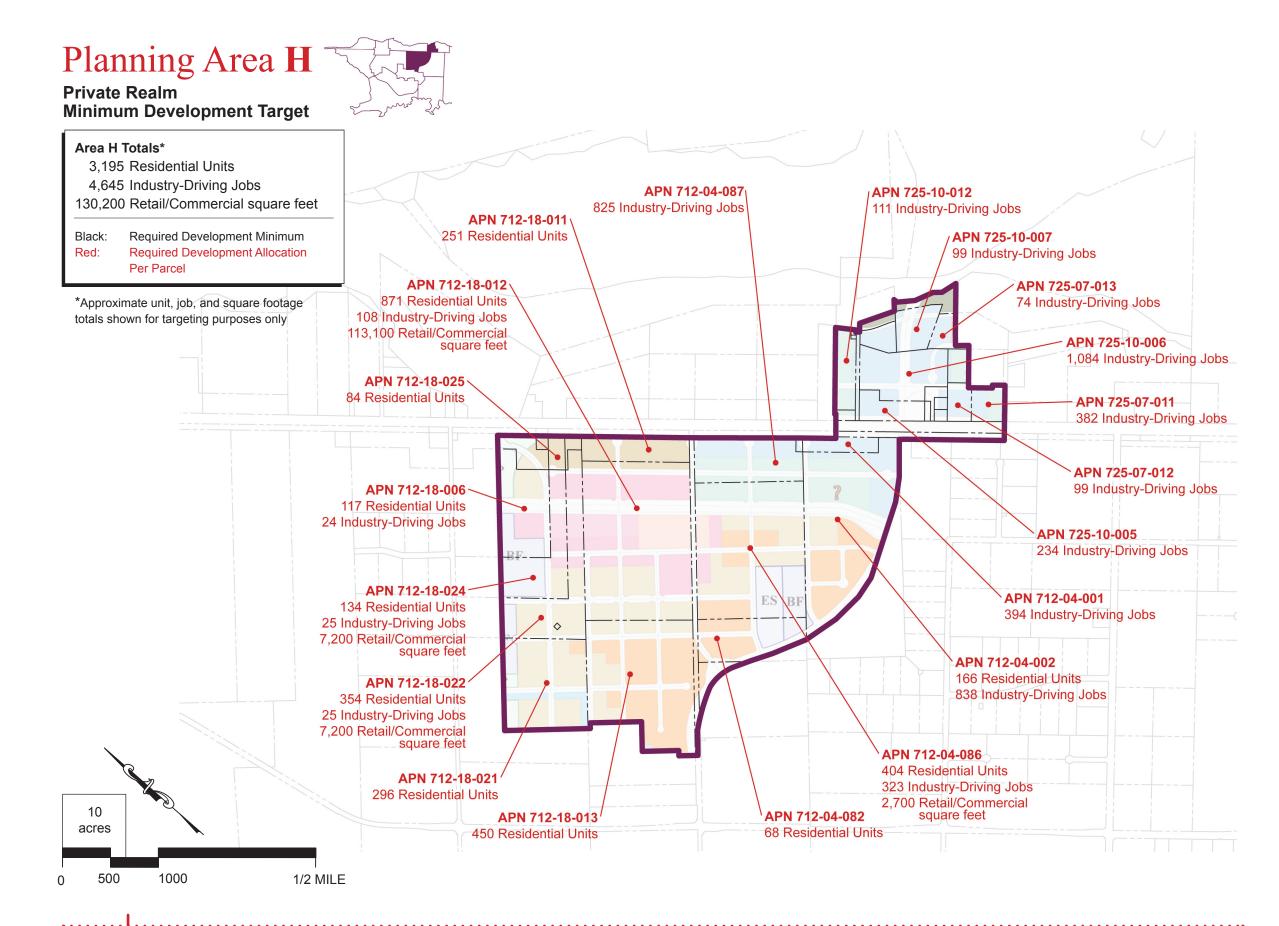
4-story

3 floors residential over local commercial

Surface and street parking for commercial Residential parking in building FAR = 1.38







Objective

Implementing the Coyote Valley Specific Plan's ultimate goal of 25,000 residential units and 50,000 jobs requires delicately balanced phasing and placement of these two major components. Based on phasing of its underlying infrastructure, the development of any one planning area will be closely monitored, ensuring that certain specific targets are met at a small scale on the way to developing the project's ultimate goals.

Breakdown and Distribution of Minimum Development

Residential units, industry-driving jobs and commercial space are distributed across planning areas to designate concentrations of workplace and varying densities of residential development on a neighborhood-by-neighborhood basis. The next step is to break these broad distributions down into a parcel-by-parcel minimum requirement to achieve the ultimate build out as envisioned. Based on a detailed study of building types and distribution of uses, this breakdown confirms that ultimate totals can be met, and also provides an initial suggestion of how much of each type of development must occur on each parcel.

Flexibility

Certain frameworks for development have been established and are fixed. Land uses and overall bulk are carefully regulated by the land use plan and form-based zoning code. However, specific implementation strategies are encouraged to seek a variety of densities, unit sizes, and building types. As such, only overall totals per parcel are provided, in hopes of stimulating creative solutions to meeting these targets. Within each parcel, residential units, industry-driving jobs, and commercial space may be arranged in any number of configurations that yield the required totals.

Minimum Development Target for Planning Area H

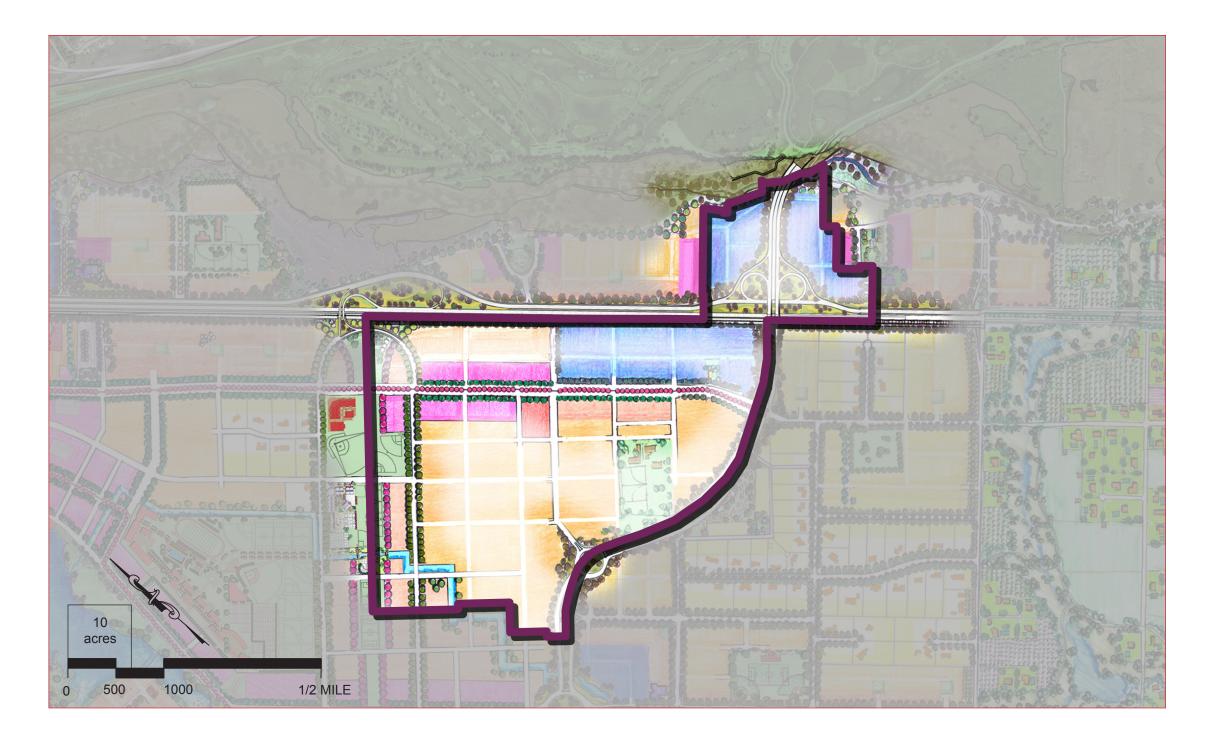
Planning Area H is largely residential in character, providing one of the higher residential unit totals. It achieves this residential population through a broad range of medium to high density single- and multi-family residential development that ranges from two- to four-stories. Additionally, some residential units are located in mixed-use development along Coyote Valley Boulevard. The range of building types allows for a variety of unit sizes and residential neighborhoods that vary in character and density and combine to reach overall residential targets for the area.

The workplace portion of Planning Area H, located along the southern-most entry point connection to U.S.101 and between Coyote Valley Boulevard and the Caltrain line, is home to a fairly high industry-driving job population, the minimum development targets for which can be achieved through medium-high density, four-story workplace office space, with either surface or structured parking.

Planning Area H also provides one of the most vibrant mixed-use neighborhoods in Coyote Valley, located along Coyote Valley Boulevard. Development targets for these parcels should be met with a range of mixed-use building types that blend uses by placing residential above either office or commercial ground floor uses.

CVSP Appendix I 6/6/2006 WORKING DRAFT Planning Area Details

Planning Area H Urban Form





The following section describes the key land use and urban design objectives and policies that are to shape the pattern of development for Planning Area H the southern Gateway, Workplace, Mixed-Use and Residential Neighborhood.

Land Use

Policy P-1

Concentration of Density

To maximize transit ridership and reduce auto dependence, locate and concentrate the highest density of jobs, housing and retail uses along the fixed guideway transit corridor, with the highest densities located at transit stops, per Figure [] Planning Area H Land Use Map.

Policy P-2

Vertical Mixed-Use Building Types

To create an integrated living and working environment and to support the attraction, retention and increase intensity of employment, vertical mixed-use building types are required along Coyote Valley Boulevard per Figure [] Planning Area H Land Use Map.

Urban Design

Building Height and Massing

Objective 0-1

Building heights and building massing are to be specified to shape a compact, urban skyline, ensure compatibility of scale between residential and workplace areas, and create a civic architectural presence along public parks, open space and the fixed guideway transit.

Policy P-1

Transition in Density and Building Heights

· Residential

Residential density and building heights shall transition from the medium-high density, two to three-story maximum height edge along the Coyote Valley Parkway to three and four-story residential building types along Coyote Valley Boulevard and the Central Commons.

· Office

To the east of Monterey Road the corporate campus will have four-story buildings that will transition to four-story mixed-use and three-story residential areas. Building height and massing is to transition in height to no greater than three-stories along Coyote Creek Parkway in proximity to the workplace campus area. To the west of the Caltrain right-of-way four-story office buildings will be adjacent to four-story residential areas east of Coyote Valley Boulevard.

Arrival Experience

Objective 0-2

Arrival Experience

Create a Footprint sensitive landscape arrival sequence for people arriving from U.S.101 to Coyote Valley that reflects the natural and agricultural landscape character of Coyote Valley and provides a transition from a natural landscape to an urban environment.

Policy P-1

Arrival Sequence

The arrival experience to Coyote Valley from U.S.101 is required to have the following landscape sequence: 1) Crossing the golf course and riparian habitat zone of the Coyote Creek County Park; 2) formal orchard plantings within the circulation system open space with a landscape buffer on both sides of Coyote Valley Parkway along the edge of the corporate office campuses; 3) at the over-crossing of Monterey Road and Caltrain, transitional landscaping to buffer the corporate offices from the Parkway; and 4) at the intersection of Coyote Valley Parkway and Coyote Valley Boulevard, an informal grouping of large scale canopy trees along the length of the Parkway.

Fixed Guideway Transit Accessible Street and Block Pattern

Objective O-3

Maximize transit ridership and the ease of access to transit for pedestrians and bicyclists by creating a highly interconnected network of walkable city blocks that offers multiple routes to and from the fixed guideway transit system.

POLICIES

Planning Area H

Urban Form



Policy P-1

Maximum Block Size

To create a highly interconnected street network, the pattern of streets and intersections are required to shape development blocks no greater than three acres for ework-place areas and no greater than two and a half acres for residential areas within Planning Area H.

Policy P-2

Maximum Block Length

To create a highly interconnected street network block lengths are required to be no greater than 500 feet in length. Block lengths are encouraged to be no greater than 300 feet in length along Coyote Creek County Park.

Policy P-3

Street Continuity

Flexible streets are required to align and connect to streets that extend to and from Planning Area H.

Orientation of Streets and Buildings to Views of Coyote Creek County Park, Central Commons and Urban Canal Park

Objective 0-4

Reinforce public views to Coyote Creek County Park, Central Commons, and the Urban Canal Park through the alignment and orientation of flexible streets and building frontages.

Policy P-1

Coyote Creek County Park Edge

A flexible frontage road shall be located along the edge of Coyote Creek County Park, where development is required to face the creek and is not permitted to back on-to the creek.

Policy P-2

Terminal Vistas to Coyote Creek County Park and the Central Commons

Flexible streets intersecting the street along the edge of Coyote Creek County Park and the Central Commons are encouraged to have terminal vistas to Coyote Creek County Park and the Central Commons.

Policy P-3

Rectangular Street and Block Pattern

Flexible streets are required, to the extent feasible given topographic, land ownership and other constraints, to form a pattern of rectangular streets and development blocks that is parallel and perpendicular to the Monterey Road and Caltrain right-of-way. Flexible streets are encouraged, to the extent feasible, to have a 3:2 length-to-width ratio. In order to maximize views and access to open space, fixed guideway transit and mixed-use retail, the shorter block widths are encouraged to be oriented to the Central Commons with mid-block connections.

Curvilinear layouts shall be acceptable when designed to interconnect the street network along Coyote Creek County Park and produce terminal vistas to parks and open space. Every effort shall be made to ensure that terminal vistas of streets end in open space, civic buildings or buildings of architectural interest.

Vibrant Streets and Public Spaces

Objective 0-5

Create a rich pedestrian environment that enlivens streets and activates public spaces by providing ground floor uses and street frontages that relate to the unique spatial characteristics of the adjacent public space or street.

Policy P-1

Required Street Frontage Types

As specified, the Planning Area H is comprised of the street frontage types which describe the required building orientation, ground level use, entries and relationships to the adjacent public spaces and streets:

1. Coyote Creek County Park

Buildings located along the Coyote Creek County Park are required to orient facades to face the creek, with office access to the creek. The building massing and height of parking garages are to be oriented away from public view from Coyote Creek County Park. The minimum setback from the back of sidewalk is 20 feet.

2. Four-Story Office

To create an urban workplace center, office buildings are to orient to public streets with facades, entry lobbies and ground floor building common spaces facing, accessible and visible from the street.

· At flexible streets buildings are to be located at the build-to line at the back of side-

POLICIES



walk.

· At busy urban streets, buildings are to be setback fifteen feet.

Where entries occur, either mid-block or at intersections, decorative pedestrian-paving treatments are required at the entry and across the sidewalk to the curb. Parking access is to be located away from public view. Curb cuts are to be minimized, with no more than two per block face.

3. Four-Story Office across from Residential Uses

To create a civic edge, office buildings across from residential uses are to orient to public streets with landscaping, facades, entry lobbies and ground floor building common spaces facing, accessible and visible from the street.

- · At flexible streets buildings are to be setback fifteen feet from the back of sidewalk to provide for a formal row of trees within the setback.
- · At busy urban streets, buildings are to be setback fifteen feet.

4. Parking Garage Frontages

To create an urban environment, parking garages are to be oriented away from public view, with parking entries accessible and visible from the street. Architectural façade treatments are required for parking structures visible from public streets.

5. Monterey Road Frontage

Office uses are to back on to Monterey Road, with a landscape setback of 30 feet. Parking is permitted at the rear of lots, with landscape screening parking and buildings from public view.

6. Coyote Valley Parkway Frontages

Workplace Frontage

To create opportunities for corporate identity along Coyote Valley Parkway, buildings can face the Parkway with a 25-foot landscape setback parallel to the Parkway right-of-way. Building entries are to be located on flexible streets accessed from Coyote Valley Boulevard. Structured parking is not permitted to be located along the Parkway.

· Residential Frontage

For sound attenuation and to create a visually attractive landscape edge along the Parkway, a landscape berm is required that does not have sound walls visible from the Parkway. Alternatively, higher density residential development is required to have a minimum 20-foot landscape setback along Coyote Valley Parkway.

7. Coyote Creek Golf Drive Frontages

· Workplace Frontage

To create opportunities for corporate identity along Coyote Creek Golf Drive, buildings can face the road with a 25-foot landscape setback parallel to the right-of-way. Building entries are to be located on the busy urban streets accessed from Coyote Creek Golf Drive. Structured parking is not permitted to be located along the Coyote Creek Golf Drive.

8. Mixed-Use, Transit-oriented Residential along Coyote Valley Boulevard

To create an active, pedestrian environment at least 50 percent of the street frontage is required to have active pedestrian uses such as retail, commercial or work/live street frontages with a direct orientation to the transit street. Residential uses are required to provide an urban street frontage to Coyote Valley Boulevard. Buildings are required to orient facades to face the street. Frontages are to include residential lobbies with architectural entrances, building common areas, or ground level residential units that are elevated above grade of the adjacent sidewalk with direct access to the street. Parking is required to be located out of public view from Coyote Boulevard and adjacent streets. Curb cuts are to be minimized, with no more than two per block face.

9. Central Commons, Urban Canal Park, Shared Park and Elementary School Frontages

Buildings located along parks and streets fronting the parks are required to orient building facades to face the park, with entries and porches providing access to the adjacent open space. Frontages are to include residential lobbies with architectural entrances, building common areas, or ground level residential units that are elevated above grade of the adjacent sidewalk with direct access to the street or Urban Canal. Parking is required to be located at the rear of lots away from public view.

10. Caltrain Frontages

Buildings and parking structures are encouraged to back-on to the Caltrain right-of-way, with buildings requiring a 15-foot landscape setback for landscaping plantings to separate interior building environments from view to Caltrain right-of-way. Parking structures require a seven-foot minimum setback for landscape plantings to screen parking from public view along Monterey Road.

POLICIES



Landscape Edges and Transitions

Objective 0-6

Recall Agricultural Landscape Character of Coyote Valley

Recall the agricultural landscape character of Coyote Valley by pattern and species of plantings.

Policy P-1

Introduce Cross Valley Hedgerows Along the Central Commons

Central Commons and street tree plantings along the Central Commons Perimeter Streets are to be a tall, consistent, columnar species, planted in a continuous, tightly spaced pattern that creates a windbreak across the Valley floor in the east to west direction.

Policy P-2

Monterey Road Plantings

Require a continuous orchard type planting along the eastside of Monterey Road to provide a visual environment that recalls the historic argicultural character of Coyote Valley.

Objective 0-7

Landscape Character of the Urban Canal Park

The landscape character of the Urban Canal Park is to create a continuous landscape environment that changes in relationship to the adjacent to land use, density and open space character.

Policy P-1

Urban Canal Park Landscape Transect Zones

The Urban Canal Park shall have, at a minimum, three distinct landscape zones: 1) urban with emphasize on hardscape areas with canopy shade trees; 2) transitional which balances hardscape and softscape environments (lawns, shade trees, ground covers, edges); and 3) natural which is an informal, natural landscape environment, compatible with the native landscape character of Coyote Valley.

POLICIES